

response, Applicant amends the drawings, specification and claim 16 to more clearly recite Applicant's invention.

I. OBJECTIONS TO THE DRAWINGS, SPECIFICATION AND CLAIMS

The drawings and claims were objected to due to various informalities. By this Amendment, the drawings and claim 16 have been amended as suggested by the Examiner to obviate the objection to the drawings and claims.

The specification was objected to due to various informalities. Applicant provides the following comments based on the objections to the specification.

As stated in paragraph 2 of the Office Action, the Examiner asserts that upwardly should be downwardly on page 3, line 22. Applicant respectfully traverses this statement. Applicant asserts that Fig. 5 discloses a pivot 14 which extends parallel to and is spaced upwardly from the beam 10. The Examiner also asserts that greater should be lower on page 5, line ² 7. Applicant respectfully traversed this statement. Applicant asserts that a wheel at the outer side of a bend must be driven at a greater torque than the wheel at the inner side.

With regard to paragraph 3 of the Office Action, the Examiner first asserts that the specification fails to provide proper antecedent basis for claim 1, lines 6-9. By this Amendment, paragraph 18 of Applicant's specification is amended to provide proper antecedent basis. Applicant asserts that no new matter has been raised because the amendments to the specification can be found in original claim 1.

The Examiner also asserts that claims 12, 13 and 21 fail to provide proper antecedent basis for a transmission unit comprising a chassis or wheel(s). Applicant respectfully asserts that the chassis and wheel(s) are not part of the transmission unit. For example, with claim 12, the transmission unit comprises a constant velocity joint. This constant velocity joint is extendible and retractable between the drive unit and the wheel. The constant velocity joint is also extendible and retractable to accommodate pivoting of a suspension member relative to the

chassis. As such, the chassis is not part of the transmission unit but defines how the constant velocity joint is extendible and retractable. Applicant also asserts that this same reasoning applies to claims 13 and 21 wherein the wheels are not part of the transmission unit but defines how the constant velocity joints extends and retracts.

In view of the foregoing, it is respectfully requested that the objections be withdrawn.

II. REJECTION OF CLAIMS 16-22

Claims 16-22 were rejected under 35 U.S.C. §112, second paragraph. The rejection is respectfully traversed.

By this Amendment, claim 16 has been amended to obviate the grounds for rejection for failing to provide proper antecedent basis for "which are of said wheels". With regard to "said one of said drive units". Applicant asserts that proper antecedent basis can be found in claim 16, line 8, which recites one of said drive units. With regard to "one of said wheels" Applicant asserts that proper antecedent basis can be found in claim 16, line 8, which recites one of the wheels. It is respectfully requested that the rejection be withdrawn.

III. REJECTION OF CLAIMS 1-10, 12-18 AND 19-22

Claims 1-6, 8-10 and 12-15 were rejected under 35 U.S.C. §102(b) and claims 7, 16-18 and 20-22 were rejected under 35 U.S.C. §103(a) over Krude, U.S. Patent No. 4,974,697. The rejections are respectfully traversed.

Krude fails to disclose a wheel suspension assembly with a transmission unit, for transferring a drive force from the drive unit to the wheel, the transmission unit being extendible and retractable between the drive unit and the wheel to accommodate pivoting of the suspension member relative to the chassis as recited in claim 1 and as similarly recited in claim 16.

Krude fails to disclose or suggest Applicant's claimed invention because Krude's transmission unit is not extendible and retractable. Krude discloses an independent wheel

suspension system wherein the differential is adapted to pivot relative to each of the output, transverse and swing axes (Abstract). In Krude, three positions are used (col. 9, lines 15-35). In the fully loaded position II, for example, the vehicle frame 12 and the transverse tube 18 are moved downwardly toward the road surface 56 (col. 9, lines 36-38). Each driving wheel 50 swings upward relative to the vehicle frame 12 about both the transverse axis 19 and swing axis 53 (col. 9, lines 42-45). Because the differential 24 is pivotable about the transverse axis 19, as well as about the differential pivot axis 25, the differential 24 moves downward relative to the driving surface 6 by a designed proportion (col. 9, lines 52-58). Krude thus overcomes the deficiencies of their prior art because their differential 24 is pivotably connected rather than mounted directly to the frame (col. 10, line 61 - col. 11, line 10).

As such, Applicant asserts that Krude fails to provide a transmission unit which is extendible and retractable because Krude only provides a transmission unit (i.e. a differential 24, joint 40, drive end 42, prop shaft 44 and joint 47) which pivots. It is neither taught nor disclosed in Krude to extend or retract their transmission unit. As stated in paragraph 10 of the Office Action, the Examiner asserts that the transmission unit 60, 62, 64 is extendable and retractable. However, joint 60, shaft 62, and joint 64 are not part of the transmission unit but form the first suspension part 52 (col. 8, lines 16-19). As such, Applicant asserts Krude fails to disclose all of the features recited in Applicant's claims 1 and 16.

In addition, claims 2-10, 12-15, 17, 18 and 20-22 recite additional features of the invention and are also believed to be allowable at least for the reasons discussed above with respect to claims 1 and 16 and for the additional features recited therein. It is respectfully requested the rejections be withdrawn.

In view of the foregoing amendments and remarks, Applicant submits that this application is in condition for allowance. Favorable reconsideration and prompt allowance of the are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in better condition for allowance, the Examiner is invited to contact Applicant's undersigned representative at the telephone number set forth below.

Respectfully submitted,



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Attachment:
Appendix

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<p>DEPOSIT ACCOUNT USE AUTHORIZATION Please grant any extension necessary for entry; Charge any fee due to our Deposit Account No. 15-0461</p>
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APPENDIX

Changes to Specification:

The following is a marked-up version of the amended paragraph:

[0018] The constant velocity joints 19 and 21 allow the distance between the (a) motor 18 and (b) the hub 24 and gearbox assembly 29 (spiral bevel gearbox 22 and right angle gearbox 23) to change according to the movement of the suspension unit 15. As such, the drive train is extendible and retractable between the driver motor 18 and the wheel 114, 116 to accommodate pivoting of the suspension unit 15 relative to the chassis 120.

Changes to Claims:

The following is a marked-up version of the amended claim(s) 16:

16. (Amended) A wheel suspension assembly for a vehicle having wheels and a chassis, the suspension assembly comprising:

at least two spaced suspension members which are rotatably attachable to the chassis, each of the at least two suspension members being designed to rotatably receive a wheel;

at least two spaced drive units, which are, mountable on the chassis; and

at least two transmission units, each of said at least two transmission units interconnecting one of said drive units ~~which are of said wheels~~ to one of the wheels, each of said transmission units transferring a drive force from said one of said drive units to said one of said wheels, the transmission unit being extendible and retractable between said one of said drive units and said one of said wheels to accommodate pivoting of the respective suspension member relative to the chassis.